

MODELS: North American (Army) BT-14 (Approved 1/14/48)

SPECIFICATION NUMBER: AL-32

(Eligible for Certification in Limited Category only.)

(Holder of Limited Type Certificate: P.J. Franklin, Culver City, CA)

Engine	Pratt & Whitney R-985-25
Fuel	87 minimum octane aviation gasoline
Engine limits	Maximum, except takeoff (1500 ft.) 37 in.Hg., 2300 rpm (450 hp) (Sea level) 37.5 in.Hg., 2300 rpm (450 hp)
	Takeoff 37.5 in.Hg., 2300 rpm (450 hp)
Propeller	Hamilton Standard 2D30 hub, 6101A-18 blades 8'8" diameter
Airspeed limits	Glide or dive - 227 mph
Maximum weight	4470 lbs.
C.G. range	22.1 percent to 27.6 percent MAC
Datum	Leading edge of wing at root
MAC	75.5 inches, L.E. MAC 11.6 in. aft of datum
Other Operating Limitations	Army Technical Order 01-60AA-1
Certification basis	Limited Type Certificate No. 32 (CAR 9 effective 11/21/46)
Production basis	None may be produced under this approval
Export eligibility	Not eligible

Equipment:

No equipment other than engines and propellers are specified. However, such equipment as required by Civil Air Regulations Part 43.30 for the particular operation authorized for NC aircraft must be installed. Also, any additional equipment necessary for the proper operation of the aircraft. In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in the type for military service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety.

NOTE 1. Weight and Balance Report including list of equipment included in the certificated empty weight must be submitted for each aircraft. Army weight records in current condition may be submitted in lieu of an actual weight. The equipment list need include no more than the following:

- (a) Required equipment as defined under "Equipment" above.
- (b) Additional items as may be reasonably considered removable and are so located or of such weight that their removal or addition could noticeably affect the weight and balance of the aircraft. Items built into the aircraft structure need not be listed. The equipment list must be prepared by the applicant for the approval of the certificating FAA representative, and in such form that it can be attached to the FAA pertinent operating limitations.

NOTE 2. The following placards must be prominently displayed in the positions indicated:

- (a) In full view of passengers: "This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers or cargo for compensation or hire."
 - (b) In the cockpit in full view of the pilot:
"Do not lower flaps above 125 mph."
"This airplane must be operated at all times within the limitations set forth in Army Technical Order No. 01-60AA-1 except for limitations specifically called out in Aircraft Specification AL-32 in which case the values given in the specification must be observed.
A copy of the pertinent Army T.O. must be carried during flight."
- In all cases it will be the responsibility of the applicant to secure copies of the Army Technical Orders. The FAA does not have these documents available for distribution.

NOTE 3. If any repairs or modifications are made prior to and/or subsequent to NL certification, it is the responsibility of the owner to furnish sufficient evidence to a FAA representative to show that the modified airplane maintains the same degree of airworthiness as the original. The

FAA can give no technical assistance on such matters since complete structural data for NL aircraft are not required by Part 9 and therefore are not available in the FAA.

- NOTE 4. For certification for night flying the following must be accomplished:
- (a) Replace the wing position lights with certificated units or satisfactorily modify the lights if pertinent. NOTE: Type A-9 wing position lights (AN-3033-5 thru -8) may be satisfactorily modified by painting the inside of the frosted portion of the cover black. Type A-9 (AN-3033-1 thru -4) are satisfactory without modification.
 - (b) Replace the tail light with a certificated unit.
 - (c) If "Bright and Dim" conditions are provided for the position lights, either the resistors should be disconnected from the circuits and a single-pole-single-throw switch should be used to replace the two single-pole-double-throw switches presently installed for wing-tip and tail lights, or the switches should be placarded to indicate that only the "bright condition" should be used. In either case the tail light and wing-tip lights should operate on one switch.

NOTE 5. The list of mandatory changes required prior to original certification may be obtained from FAA, Washington, D.C.